

their equipment in proper running order, but will the proposed amendment have that affect? Do you have the powers to make them repair these reflective markings, which are put on originally partly at our expense?

Mr. SHEPARD: That would be our view.

Mr. HOWE: Well, we are contributing 60 per cent towards the maintenance.

Mr. SHEPARD: Not towards the maintenance, sir.

Mr. HOWE: Not towards the repainting?

Mr. SHEPARD: No sir. Not the way this bill is presently worded.

Mr. SMALL: I would like to find some more information out about the allotment of the costs and how it is being used and being controlled, when they are going to give \$15 million over the period of the next two or three years.

Mr. SMALL: What is concerning me more is having it used up and having it used for the purpose of making work for unemployed persons. If you decide to do a crossing and it takes a year to get it started the unemployment situation is not going to be better as far as employment at grade level crossings is concerned.

Mr. SHEPARD: My understanding is most of the provincial highway authorities have projects planned ahead. We are confident, from our experience of 1955 in the board when the formula was increased from 30 per cent to 60 per cent and the total increased from \$1 million to \$5, that we will be in this instance flooded with additional applications. There was a tremendous increase in the board's applications for grade separations following the 1955 amendment and we feel, on the basis of that experience, that the increase took place because the railway grade crossing fund was allowed to contribute 60 per cent instead of 40 per cent. Now we are proposing to increase it to 80 per cent on new projects.

Mr. SMALL: What is the division going to be for the railways and the municipalities?

Mr. SHEPARD: On grade separations each of the cases is decided on its own merits. Usually we do a certain number of tests on the railways and balance it on the municipalities and on the highway authorities.

Mr. SMALL: In the larger cities they do have difficulties, but not as much as in the smaller municipalities, in financing and there would be some instances in the smaller municipalities where they could not even afford to pay the lower amount.

Mr. HOWE: There is a highway separation crossing being built on highway No. 6 between Arthur and Mount Forest. Would you have any idea what the cost is of that?

Mr. SHEPARD: We can find out.

Mr. HOWE: And the apportionment of the cost on that.

Mr. SHEPARD: Between Arthur and Mount Forest?

Mr. HOWE: Yes; on highway six.

Mr. GARLAND: I am wondering about the status of any current applications which might be before the board.

Mr. SHEPARD: You mean how many there are?

Mr. GARLAND: How many are there and how would they be affected by this legislation.

Mr. SHEPARD: There are sixty-one now pending before the board which means they are in process, either under construction or about to start construction. There is a provision in the bill which dates it back to January 31 this year. Any of the projects which our board has authorized for a contribution from the fund since January 31 will get the increased contribution.